



July 11, 2019

Lesley Griffiths, Panel Chair
Milton Logistics Hub Project Review Panel
c/o Canadian Environmental Assessment Agency
160 Elgin Street Ottawa ON K1A 0H3

Dear Ms. Griffiths / Members of the Review Panel:

Re: Milton Logistics Hub Project – Undertaking #36 by Milton Says No

Purpose (paraphrasing as undertaking imminently due and has not yet been added to the registry): to highlight top research submissions by MSN around our concerns re Health and Economics from the numerous MSN has submitted into the registry as exhibits. Included is MSN's rationale for our selections.

1. WRONG LOCATION: ECONOMICS

Article located in CEAR# 880

Title: "INDEPENDENT ANALYSIS, CN's Milton Intermodal Terminal: The Wrong Yard in the Wrong Place at the Wrong Time" by Greg Gormick.

Rationale: MSN knew of Mr. Gormick's work. This article came to our attention shortly after it was written and published in late spring of 2018. Mr. Gormick is known throughout North America, widely respected and a highly credible and informed rail and policy consultant. He also has intimate knowledge of the Milton Logistics Hub and its sordid history. Mr. Gormick worked on plans for the hub the first time around in 2001, and he has worked closely with CN, CP (and other rail companies) over decades. His comments carry a great deal of weight, and his oversight captures many of the concerns we have (and introduces new concerns) as a community organization. Concerns including but not limited to: a marked lack of trust for CN as a result of the manner it has conducted itself since the resurrected interest in the intermodal in 2015, our community's contention that this location is wrong for myriad reasons and that alternative locations were not duly vetted and rightfully dismissed, and the long-term economic

ramifications for both our region and the proponent as highlighted in general terms by Mr. Gormick in the article.

We would also like to highlight an MSN assertion made in our opening general session on June 20, 2019 (transcript document CEAR# 862).

Our assertion and request to the panel is one of our most prevalent economic concerns. We are fighting a corporation with deep pockets that continues to offer “community benefits” to organizations in the form of major sponsorships that seem to morph into endorsements. We will not name any of the recipients of CN monies who then have gone on to endorse the project at these hearings. But MSN asks, respectfully of the panel, that:

“Friend[s] of CN and lobbying and endorsements
11 from said organizations should include full disclosure
12 of any and all monies and other benefits provided to
13 them by the proponent around their endorsements.”

In the socio-economic interest of our community, we believe it should be compulsory that any monies given or transactions between CN and presenting organizations be fully disclosed for the panel’s considerations and in the public registry.

2. MAJOR STUDIES AROUND HEALTH EFFECTS of Intermodal Yards on Nearby Populations

Articles located in CEAR# 880

- i) Title: “*Experiences of a Rail Yard Community: Life Is Hard,*” Loma Linda University
- i) Title: “*Global Trade, Local Impacts: Lessons from California on Health Impacts and Environmental Justice Concerns for Residents Living near Freight Rail Yards,*” University of Southern California
- ii) Title: “*Baltimore-Washington Rail Intermodal Facility Health Impact Assessment,*” National Center for Healthy Housing

Articles located in CEAR# 927

- i) Title: “*Cicero Rail Yard Study (CIRYS) Final Report,*” United States Environmental Protection Agency
- ii) Title: ““EPA finds rail yards transfer pollutants as well as freight,” Chicago Tribune, Michael Hawthorne and Alex Richards

Rationale: Throughout the past four years, MSN has sought research on the effects of intermodal terminals on people living nearby. Both short-term and the somewhat more insidious long-term effects

of these terminals on neighbouring residential communities. The studies and article listed above were among the most credible, focused studies we found on this topic. Each time we uncovered a new study or report, we grew more and more worried and upset by the findings reflected across these reports insofar as their impact on people living nearby and the casual relationship between the operation of these facilities and ill health effects on people regularly exposed to these operations. It is imperative that these reports are looked at as a group because they were conducted on various communities yet the health and socio-economic effects are all too common across the various communities.

The truth about intermodal terminals is unavoidable. They are vital within our transportation networks in the US and Canada. But they pollute, they are dangerous and they must be located in appropriate locations where the short-term, long-term, mental and physical health of nearby residents is not adversely affected.